

RESOLUTION  
NO. 29-12

A RESOLUTION  
TO BE ENTITLED:

A RESOLUTION OF THE CITY OF PENSACOLA  
ESTABLISHING A COMPLETE STREETS POLICY  
TO INTEGRATE BICYCLING, WALKING AND  
PUBLIC TRANSIT WITH THE CITY'S  
TRANSPORTATION PROGRAMS, PROJECTS,  
AND POLICY INITIATIVES.

WHEREAS, in 2005, the Florida Legislature directed the Florida Department of Transportation (FDOT) to determine ways to increase the use of bicycles in order to conserve energy, reduce pollution, and improve health, and established FDOT's Conserve by Bicycle Program Study, which recommended that "public agencies accommodate bicycling on all non-limited access roadways in Florida"; and

WHEREAS, Florida Statutes, Section 335.065, titled "Bicycle and pedestrian ways along state roads and transportation facilities" is part of FDOT's Pedestrian and Bicycle Procedure and states that "Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities...and bicycle and pedestrian ways shall be established with the construction, reconstruction, or other change of any state transportation facility..."; and

WHEREAS, the streets of a city are an important part of the livability of the overall community. They should be designed with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the overall quality of life of a community, rather than streets designed primarily to move automobiles; and

WHEREAS, encouraging active transportation such as walking and biking offers the potential for improved public health, a cleaner environment, and a more livable community; and

WHEREAS, the City of Pensacola's Comprehensive Plan includes goals, objectives and policies that support Complete Streets and multi-modal transportation options; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. That the City Council affirms that all road projects should be designed to comfortably accommodate all users to the fullest extent possible; that bicycling, walking and public transit accommodations should be a routine component of the City's planning, design, construction, maintenance and operating activities; and that bicycle and pedestrian ways should be considered in new construction, reconstruction, resurfacing, or other retrofit road and bridge projects.


SECTION 2. That the City Council recognizes that limited exceptions to these accommodations are allowed under Florida Statutes, 335.065 related to state controlled roadways. The City Council will consider on a case by case basis exceptions to these accommodations along City roadways, and will highly encourage other jurisdictions to respect and use a similar approach to complete streets for all streets under their control within the incorporated City limits of Pensacola.

SECTION 3. That the City Council encourages the State of Florida, FDOT, and Escambia County to embrace and adopt complete street guidelines and policies and integrate them into their standard street design and operations.

SECTION 4. That all resolutions or parts of resolutions in conflict herewith are hereby repealed.


SECTION 5. This Resolution shall take effect immediately upon its adoption by the city council of the City of Pensacola, Florida.

Adopted: August 9, 2012

Approved: 

President of City Council

Attest:

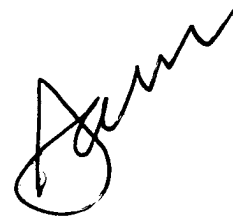
  
City Clerk

Legal in form and valid  
as drawn:

  
City Attorney

# CITY COUNCIL MEMORANDUM

August 9, 2012  
Item 16A



**TO:** City Council  
**FROM:** Sam Hall, Council President  
**SUBJECT:** Resolution No. 29-12 – Complete Streets

**RECOMMENDATION:**

That City Council adopt Resolution No. 29-12.

**SUMMARY:**

Complete Streets offer many benefits to communities of all sizes. Efficient and accessible connections between residences, schools, parks, public transportation, offices, and retail destinations can produce an economic benefit. Safety is increased when roads are designed for pedestrian and bicycle travel, and by encouraging more walking and bicycling public health can be improved. Streets that provide multiple travel choices can give people the option to leave their cars at home to avoid traffic jams, and this, in turn, has the ability to increase the overall capacity of the local transportation network. Streets that provide room for bicycling and walking result in more children walking and biking to school. Safe Routes to School programs, which are becoming increasingly popular across the country, benefit from complete streets policies that help turn all routes into safe routes.

By adopting a resolution supporting Complete Streets, the City acknowledges and affirms that road projects should be designed to accommodate all users to the fullest extent possible, and that bicycle and pedestrian ways should be considered in new construction, reconstruction, resurfacing, or other retrofit road projects.

**PRIOR ACTION:**

In 2010, City Council adopted Complete Streets policies into the Transportation Element within the Goals Objectives and Policies document of the City's Comprehensive Plan.

**FUNDING:** Budget: N/A  
Actual: N/A

**ATTACHMENTS:** Res. 29-12

**PRESENTATION:** No.

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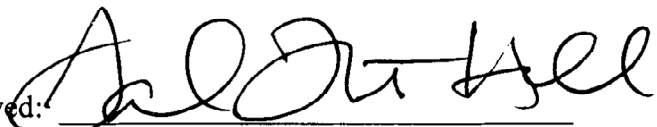
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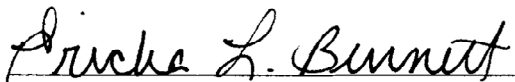
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Actual: N/A

**ATTACHMENTS:** Res. 29-12

**PRESENTATION:** No.